

Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF LO MAN ON alias LO SIN, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, TRADER, DECEASED.

NOTICE is hereby given that His Honour W. MARSH GOODMAN, Acting Chief Justice, having, by virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 3rd October, 1895, the time for sending in Claims against the said State.

All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 31st August, 1895.
C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

MOUNT AUSTIN HOTEL.

ON

SATURDAY, the 31st AUGUST.

By kind permission of Lieut. COL. BARROW and OFFICERS, the BAND of the HONGKONG REGIMENT will play during DINNER and afterwards in the Grounds of the Hotel.

THE TABLE D'HOTE DINNER

Is Served in the Grand Dining Room at 8.00 P.M.

Arrangements can be made for Dinner Parties in Private Rooms. Table or Seats can be reserved for the Table d'Hote and Wines iced to Order.

MOUNT AUSTIN HOTEL.

Hongkong, 26th August, 1895. [1845]

LOST.

ON Sunday Evening near the TRAMWAY TERMINUS at ST. JOHN'S PLACE, a BLACK FAN. The finder will oblige by returning same to the

PEAK HOTEL.

Hongkong, 26th August, 1895. [1152]

TO LET.

THE RETREAT, CASTLE ROAD. Apply to

LINSTEAD & DAVID.

Hongkong, 26th August, 1895. [1154]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

On the 27th inst., at 7 A.M., of the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th August, 1895. [1153]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," will be despatched for the above Ports TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 26th August, 1895. [1149]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA," Captain, Harde, will be despatched on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1895. [1086]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH," Captain, Everist, will be despatched on WEDNESDAY, the 28th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1895. [1142]

FOR CEBU (DIRECT).

THE Steamship

"CONTINENTAL," will be despatched on WEDNESDAY, the 28th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1895. [1155]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL. THE Company's Steamship

"NESTOR," Captain, Aquit, will be despatched on THURSDAY, the 29th instant.

Rate of Freight on Matting and General Cargo 25/- per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1895. [1004]

BROWN, JONES & CO.

DEALERS IN

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY

MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERMEABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MIXERS and other Large Consumers.
Any complaints should be addressed to the Manager.

Hongkong, 31st May, 1895. [17]

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

HINTS FOR GARDENING have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are picked under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...\$1.75.

Directions for use are given on the Label.

RANDOLPH'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 13th August, 1895. [15]

BIRTHS.

At 29, Bluff, Yokohama, on the 15th August the wife of F. G. WOODRUFF, of a daughter.

On the 10th August, at No. 10, Soochow Road, Shanghai, the wife of E. C. PEARCE, of a son.

MARRIAGE.

On the 23rd July, at St. Paul's Church, Brentford, by the Rev. H. E. Nixon, Vicar, assisted by the Rev. P. B. Drabble, of Holy Trinity, Twickenham, THOMAS BROWN, of Shanghai, to KATHERINE MAUD, fifth and youngest daughter of Charles J. Cross, J. P. No cards.

DEATHS.

At Old Charlton, Kent, on the 21st July, EMILY, the beloved wife of Capt. W. C. Woollett, A.F.D. (late 27th Infantry Regt.), and older daughter of Mr. and Mrs. P. Gribbles, Hongkong. Aged 47 years.

At No. 70, Bluff, Yokohama, on the 14th August, after a lingering illness, FARRIER, the beloved wife of J. H. Brooke, in her 66th year; deeply regretted.

COLLISION AT MOI.

The chartered transport *Sabala-maru* arrived at Moji this morning with some 700 soldiers on board, and was about to anchor when she came into collision with the British steamer *Quintess* (7). The latter was damaged at the stem on the starboard side and is now landing her cargo. The *Sabala-maru* received no damage.

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, AUGUST 26, 1895.

NOTES AND COMMENTS.

We publish in another column a letter addressed by Mr. EDWARD S. LITTLE, a British merchant carrying on business at Kucheng, to the Editor of the *Kobe Chronicle* in which the writer draws attention to the fact that the Kobe paper was guilty of a grave error in attributing the recent Szechuen and Kucheng outrages to a general anti-missionary movement in China, and in reasonably moderate and feeling language he points out that while the missionaries are usually the chief sufferers, owing to there being more of them in the interior of China than of any other section of the foreign communities of the Far East, yet merchants, consuls and others have also suffered at the hands of Chinese rioters and foreign-haters, and that, too, even as recently as 1891, and he also points out that, as far as the Mandarinate is concerned it has accepted Buddhism and Taoism freely enough, that about Christianity it has little or no thought or fear, but that "foreignism" is a thing with which it detests having anything to do and which it is determined, if possible, to efface from the sacred soil of the Celestial Empire, Mr.

Little, in dealing with this subject, speaks whereof he knows not little but much, and we have no hesitation whatever about commending his interesting letter to all who take a real and not merely a superficial interest in the questions now at issue between the Chinese and foreign powers.

As far as the recent anti-foreign outrages in Szechuen and Fuhkien are concerned, it appears from the *North China Daily News* of the 21st instant that the British and American Ministers have succeeded so far in effecting the following arrangements with the Taungli Yamen:—Their demand for the death penalty has been practically granted; they have succeeded in getting the degraded ex-Viceroy Liu ordered back to Chengtu; they have been promised that the Chief of Police at Chengtu, Chou, shall be degraded; they have succeeded in getting the Taotal Li retained at Chungking a step which has greatly restored the confidence of foreigners there; they have had patrols of soldiers who are supposed to be reliable established at Chungking, and they have had a strong imperial decree issued of which they themselves approved before it was published. They also arranged for Commissions to Chengtu and Kucheng, which they undoubtedly believed would not turn out failures. As regards Colonel Denby, it appears he has no power to send a commission, his power being limited to laying the facts before the Department of State. And now, of course, we wait anxiously to see how the Home Government are going to take the rebuff offered to the Consuls by the officials at Kucheng, and meanwhile the "hit" having been got over the Commission prosecutes inquiries with the utmost alacrity possible under what are, doubtless, rather adverse circumstances.

(Special to Hongkong Telegraph.)

TELEGRAM.

THE KUCHENG COMMISSION.

THE FOREIGN CONSULS GAIN THEIR POINT.

THE COMMISSION NOW AT WORK.

Foochow, August 25th.

The Chinese Government having at last forwarded peremptory orders to the Viceroy of Fuhkien in reference to his refusal to allow the British and American Consuls and their *attaches* (Messrs. E. L. B. Allen, the Reverend Banister and Starr, Dr. Gregory and Lieut. Evans) to be present at and take an active part in the examination of persons charged with complicity in the recent massacre of British missionaries.

The Commission is now sitting. Everything appears to be working as smoothly at Kucheng as could be expected under the circumstances.

(From *Japanese Papers*.)

THE FLOODS IN JAPAN.

As a result of the disastrous floods so severe that 20,701 persons in this prefecture have had to be assisted by the local authorities.

CHOLERA ON BOARD THE "BAIKAL."

NAGASAKI, August 18th.

The Russian steamer *Baikal*, which left Choshi for Vladivostok with 300 Chinese passengers, has put in here with 80 cases of cholera on board.

THE WAR IN FORMOSA.

TOKIO, August 15th.

Dispatches have been received from Governor-General Katsuyama, dated Taipei, the 14th inst., containing a new series of operations in Formosa. Several engagements have taken place, in each of which the insurgents were routed and killed. Casualties on the Japanese side amount to officers and men killed or wounded. The main body of the insurgents has retreated towards Taiwan. Further operations are imminent.

QUARANTINE AGAINST JAPANESE PORTS.

TOKIO, August 15th.

In consequence of the cholera epidemic, the Russian Government has declared the treaty ports of Japan infected, and the quarantine regulations will be enforced at Russian Siberian ports against vessels arriving from Japan.

COLLISION AT MOI.

BAKAM, August 15th.

The chartered transport *Sabala-maru* arrived at Moji this morning with some 700 soldiers on board, and was about to anchor when she came into collision with the British steamer *Quintess* (7). The latter was damaged at the stem on the starboard side and is now landing her cargo. The *Sabala-maru* received no damage.

(Special to *Stam Observer*.)

THE CHINESE GOVERNMENT DISLOCATED.

LONDON, August 14th.

The *Times* states that the Chinese Government is quite helpless in face of the prevailing confusion, and is incapable of any decisive action.

FRANCE AND CHINA.

CHINA CITES WHAT BELONGS TO ENGLAND.

LONDON, August 14th.

The treaty between France and China forms only an agreement with respect to certain rectifications of the frontier of Keng-Hung, and does not provide for the cession of the whole of French Indochina. However, the portion handed over to France is so considerable that it practically annuls the Convention of 1894 by which England handed the province over to China with a proviso as to its reversion.

TYPHOON WARNING.

Señor José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram received from the Manila Observatory:—

"There seems to be a fresh depression towards the N.W. of Luzon."

The Hongkong Observatory officials report that "the depression lately lying near Nagasaki

has moved northward into the sea of Japan." Well and good so far, but what about the "new depression" reported by the Manila Observatory officials to be N.W. of Luzon yesterday forenoon?

At 4 p.m. to-day the barometer had fallen to 29.65.

LOCAL AND GENERAL.

The epidemic of cholera is steadily increasing in Kobe and Hyogo, 46 new cases and 27 deaths being reported on the 17th.

FOUR thousand dollars are to be paid for the recent destruction of foreign and native Christians' property near Wenchow.

BOMBARDIER WARD, Company No. 35, Royal Artillery, died last night and was buried at Happy Valley this morning with the usual military honours.

DR. FRANCIS B. CLARK, hon. sec. Public Medicine section of the British Medical Association, is reported by a home paper to have been appointed Medical Officer of Health at this port.

THE patient suffering from plague, who was admitted into the Kennedy Town Hospital on the 21st inst., died early on Sunday morning.

Another case from an unknown locality was admitted on Saturday night and died the following day.

THE important nature of some portions of our Army correspondence necessitates further consideration and investigation and is therefore held over till to-morrow, when it will be allotted a prominent place in these columns. In this issue will be found a verbatim report of the "Soochow" inquiry and a long and most interesting letter addressed by the China Association to the Marquis of Salisbury.

It is announced at Peking that H.E. Yuan Shih-k'ai, ex-Chinese Resident at Seoul, has so won the good opinion of Prince Kung that he has been appointed Chief Secretary to the Grand Council on War Affairs, of which the Prince is President. Further reports state that the expectant Prefect and ex-Secretary to the Sec'y of Legation, Mr. Tong Shao-yi will be appointed to take his former chief's place at Seoul.

At the Magistracy to-day John Allan, ship's "boy" on the American clipper *Ladakh*, was charged at the instance of Capt. Johnson for stealing 4 lbs. of kerosene oil and £10 worth of ship's stores on the high seas. The prisoner pleaded guilty and was sentenced to three months' imprisonment with hard labour. He can only "lift" shot now, and instead of making away with oil he is working for all he is worth at cell-cleaning and oakum-picking.

At the Supreme Court to-day, before Sir Fielding Clarke and Mr. Justice Wile, 11 *Fu*, who was tried on a charge of kidnapping and sentenced by the Magistrate, was ordered to be released, their Lordships holding that the evidence of the girl as to actual sale was unconvincing.

Mr. J. G. Holmes, appeared for Li *Fu*, the appellant, and the Hon. W. M. Goodman (Attorney General) instructed by Mr. G. C. C. Meester, was for Chung Chao, the respondent.

In the course of a caustic article on the Kucheng atrocities the *Rangoon Gazette* says:—"For the Government of a country like China, supposed to be possessed of the largest population in the world, to be so utterly rotten and feeble as it has shown itself to be, is a lamentable and humiliating spectacle. We fear it will yet have to sup its full cup of humiliation and misfortune before it arrives at a proper realization of its situation, and of its eminent need for reforms in every direction."

WANG CHIH-CHUN, the Special Ambassador to Russia last year, who was shot in the left arm by a would-be assassin while driving in a carriage at Saigon on his way back to China and who asked for and obtained from the Throne one month's leave of absence to heal his wound in Shanghai, had progressed so far as to be able to start for Peking on the 21st. It is now, says the *N. C. Daily News*, alleged that Wang was fired at by one of three Japanese passengers who accompanied him to Saigon, and who are presently being held at the Legation at Peking, an event which they attributed to the mission of Wang to Russia.

H.M.S. *Pique*, reported in these columns some time ago as coming out to relieve the *Leander*, arrived yesterday morning from Plymouth, which port she left about 3 months ago, staying 2 months on *route* at Jeddah. She is a sister-ship to the *Rainbow*, was built in Jarrow, was launched in 1890, has 3,600 tons displacement; 9,000 h.p., and carries 2 6-in. Q.F., 6 4.7-in. 8-pdr., 1 3-pdr., and 4 machine guns. Captain H. C. Bigge is in command of her and the following officers:—Lieut. J. J. Graham, Thesiger, C. D. Ussula, and E. H. Donovan; Staff Engineer, M. Ellis; Staff Surgeon, E. J. Moxley; Staff Paymaster, A. K. Tison, Asst. S. Bennett; Engineer, C. W. J. Beerblock; Asst. F. E. Lamb, and D. E. Duke; Gunner, G. Roddick; Boatswain, F. W. Long; Carpenter, C. R. Edwards. The crew, all told, numbers 270 officers and men. On the way out the general health of the crew has been good.

THUS the London correspondent of the *Strait Times* of the military mind under date 26th ultimo:—"The offer of the Colony was 17 per cent. inclusive of all charges, but the Government, it seems, asks for 17% exclusive of the land and buildings required for military purposes. Over the extra half per cent. no reasonable man would dream of haggling, but the exclusion of the amount necessary for lands and buildings seems to leave the door open for further difficulties and more wrangling in the future. The Colonial Office has been the necessity for finally, it is felt that it may be necessary to ask the Government for some modification on this point so as to preclude the possibility of having fresh troubles should a further increase in the military establishment of the Colony be decided upon. Accordingly, before the terms are finally acknowledged and accepted, at any rate on behalf of those interested in the Straits, a meeting of the Association will be held to consider this point, and to decide whether any further stipulation should be added in order to safeguard the Colony in this respect."

CAPTAIN J. R. COOKE and his officers have, as will be seen by a report published elsewhere, been acquitted by a Naval Court of Enquiry held at Shanghai on the 20th instant of all blame in connection with the loss of the China Navigation Co.'s steamer *Soochow* off the N.E. Promontory on the 12th instant.

THE Straits "Unofficials" have protested to the Governor of the Straits Settlements against the Government seeking to obtain privately their individual opinions on important questions which, it is pointed out, should be discussed and be fully considered in the Council Chamber. We congratulate the Straits "Unofficials" on this exhibition of sound common sense.

It is reported at Hangchow that the high provincial authorities in that city intend to lay out a settlement for the Japanese for trading purposes in accordance with the recent Treaty between the two countries. The spot chosen for this purpose is outside the principal Custom House of Hangchow, beginning north of the Kungcheng bridge and having a lateral area east and west of three miles, or fifteen *li*. The people living within these limits will be allowed to sell land to the expected strangers.

IN DARKEST JOURNALISM.

NEW REPORTER—"I can do nothing about that story from Montana that Senator Trustman was once indicted out there for sheep stealing, swindling and perjury."

CITY EDITOR—"Didn't you go to see him about it?"

NEW REPORTER—"Yes; and he kicked me out in the most brutal manner."

CITY EDITOR—"Make a column of the story, and add: 'When Senator Trustman was seen at his residence by our reporter, he refused either to affirm or deny the story!'"

THUS the *N. Y. Maritime Register*:—"Germany is steadily improving her Consular Service, as this is found to be a most valuable help to the extension of German trade. As the American Consul at Bamberg says:—'There is no doubt but that the German consuls by profession—the appointment of honorary consular officers now being gradually on the decline in Germany—are to be regarded as the foremost pioneers in the service of German commerce.' That is a neat way of putting the situation, 'consuls by profession.' That is what the United States want, and want at once—consuls by profession."

AN International Chess Tournament was to be opened at Hastings, England, during the first week in the current month, when about fifty "grave determined men" were expected to contest the Crown of Chessdom. Opinions differed as to whether Steinitz could get to England, or whether he would care to go considering that he would have to meet Tschigorin, Tarrasch and Lasker, to say nothing of Gannaberg, Blackburne, and possibly MacDonnell. MacDonnell is said to be in rare form again. His latest work and chess, which has been described as one of the most complete ever written, is going to another edition shortly.

WHAT is the best possible eleven that could be formed of English cricketers? It is, we know, the boast of the Sports Club that they could put the best Gentlemen's team in the field against the "electors" a money prize. Nearly 7,000 letters were sent in, and over 100 of them contained the most popular eleven. But three, who got the most votes, placed seven in the right order. It may be interesting to give the favorites, with the votes recorded for them:—Grace, W. G. (Gloucester), 6,645; Stoddart, A. E. (Middlesex), 6,741; Abel, Robert (Surrey), 5,597; Gunn, William (Notts), 6,631; Ward, A. (Lancashire), 5,700; Richardson, T. (Surrey), 5,799; Jackson, F. S. (Works), 5,782; MacGregor, G. (Middlesex), 5,670; Peel, Robert (York), 5,545; Brown, J. T. (York), 4,937; and Mold, A. (Lancs), 4,703.

who settle the "cases" most blantly with Foreign Ministers. It is the Chinese Mandarins that need to be taken in hand, and that with as little delay as possible. Some of us have long foreseen these disasters as inevitable unless foreign Governments took strong action. Every day of delay adds to the danger, and it is not too much to say we are in China on the very edge of a scene of tragedy comparable only to the Indian mutiny of 1857.

It behoves us all as foreigners to stand in this hour of danger shoulder to shoulder and beat down this common foe. These foreigners who represent the outbreaks as a popular demonstration against missionaries are doing the very work which the officials who are heading this anti-foreign movement would be pleased to see them do.

EDWARD S. LITTLE,
of Kiocking, China.

Arima, Japan, August 14th, 1895.

HUNAN TO BE OPENED.

ANOTHER TRIUMPH FOR FRENCH DIPLOMACY!

There is, says the *China Gazette* of the 20th instant, no longer any need for our French friends concealing the very important enterprise which they have on hand in the centre of China, which means nothing more or less than the opening up of the most conservative and anti-foreign province in China—Hunan. We have several times lately mentioned the mysterious mission of the gunboat *Lutin* in the Yangtze, and a few days ago we reported that her destination was the Tungting Lake. We now learn from a reliable informant at Hankow, that in addition to the extra officers and crew the *Lutin* has on board M. Emil Rocher, who is to be the chief of the French Commercial Mission now being organised to exploit China by the united French Chambers of Commerce. M. Rocher was formerly Commissioner of Customs in the H.M. Chinese Service, which he afterwards left for that of his own country in Tongking. He has travelled extensively in Southern China, and is the author of the standard work on Yunnan "La Province Chinoise du Yunnan." M. Rocher's present mission is, we understand, to advise the French Government as to the best point in the Tungting Lake for the establishment of a Treaty Port. Opinion is said to be divided between Changchou, Changsha and Yochow-fu. So far, we understand, nothing definite as to the exact site has been settled, though the opening of the province would be the greatest triumph for French diplomacy and the cause of progress generally in China, while Changchou and Yochow are both greater places commercially than the capital. But we must wait further information. We believe, however, that the opening of a Port in Hunan is one of the conditions of the new Franco-Chinese Treaty, which is yet a sealed book to British diplomats and like everything else not understood awakens suspicion and vague rumors, where probably, when the full text of the document is published, there will be found to be no cause for such fears. The opening of Hunan by any nation will be an immense gain to all foreign interests in China, as it will strike at the very heart of the anti-foreign devil, and tend to enlighten the natives of the most ignorant and prejudiced provinces as to the true object of the mission of the Occidental in China. A few years back a great fuss was made about a projected visit to the shores of Hunan by a British man-of-war with Consul Sir Gardner "eventuated" as the Americans say. It will be a nasty jar for British diplomacy to have the work which it failed so miserably to carry out, after openly talking about it, quietly accomplished without any flourish of trumpets by the French. But British diplomacy is a thing of the past, like British prestige, in China.

THE CHINA ASSOCIATION ON FISCAL REFORMS IN CHINA.

The following letter has been circulated among the members of the China Association. It may as well be published, now instead of waiting till it appears in the proceedings and report of the Association a year hence.

CHINA ASSOCIATION,
31, LOMBARD STREET, E.C.,
and July, 1895.

MY LORD,—The serious attention of this Association has naturally been given to the course of events in the Far East and the probable effect upon British interests of the change implied in the terms on which peace has been arranged.

These terms appear to be less drastic in many respects than had been anticipated. It had been believed that the privilege of residence in the interior, which missionaries have been allowed to assume, would be extended to merchants—at least in certain important cities and ports; and the Committee regret to note the absence of stipulations for the opening of the Yangtze River, and of the Sekiang into Kwangse which had been understood to be among the concessions required. Great changes are, however, in prospect. Certain waterways are to be opened. Foreigners are to be allowed to set up machinery for textile and other industries at all open ports and cities; and these conditions may be further enlarged in the Treaty of Commerce and Navigation which remains to be concluded.

It is concluded that these innovations will be fraught with danger, and may be fraught with danger in proportion to the extent to which the fiscal and judicial reforms without which foreign residence, free commercial movement, and autonomous re-organisation appear impracticable.

Foreigners cannot be subjected to the present Chinese law nor can they, in justice to the Chinese authority, be permitted to reside, under present conditions, in districts remote from Consular control. It is in the interests of the Chinese themselves, therefore, as well as of foreigners, that an intermediate method should be devised; and the Committee venture to suggest the appointment, in certain provincial centres, of a foreign Consular or judicial officer who may, with a Chinese colleague, constitute a mixed Court for the control of cases in which foreigners are concerned. It would be trespassing on your Lordship's time to burden this letter with a detailed scheme, and the Committee content themselves with making the suggestion in its briefest form. Crude as the plan of a mixed Court appears to be, the practicable method that has been devised of reconciling diverse systems of law, and the General Committee agree in the opinion held at Shanghai, that the conception might advantageously be strengthened at that important centre of foreign residence.

Mixed Courts, as suggested, may, moreover, pave the way for those larger measures of judicial reform which will become increasingly necessary as foreign intercourse extends.

An expedient for facilitating and promoting commercial intercourse with the interior might be found in the creation of native agencies. The Committee venture to recall to your Lordship's recollection a case which gave rise to some comment in Parliament, and which was referred to by this Association in correspondence with your Lordship's predecessor in October 1892. It was a case in which an attempt to establish such an agency at a city, only twelve miles from Canton, was violently frustrated by the Chinese officials. The Committee venture to suggest

that such agencies should be permitted, under conditions which these Courts would supervise. The Imperial Authorities are credited with having received, long ago, that railways are necessary to develop the resources of the country, and that mines might supply the material and the wealth for their construction. But these are enterprises which can only be carried out by associated capital. The Chinese shrink from such association under present conditions; and lack, moreover, the experience necessary for the successful guidance of similar enterprises. They would, it is believed, put capital willingly into Companies under foreign management; but the Chinese legal system is as little adapted, as the administrative system, to grapple with such novel conditions.

Allusion has been made to the exclusion of the Sekiang from the list of waterways which had been anticipated would be opened up. The Committee seems the more remarkable in view of the increased facilities there have been obtained for French trade with Yunnan. It is possible that the point may be recovered for the commercial treaty which is in prospect; but the Committee cannot let the opportunity pass of expressing an earnest hope that, if not by Japanese, then by British influence, the concession will shortly be obtained. They need hardly recall to your Lordship's recollection the appeals made to Her Majesty's Government by the Hongkong Chamber of Commerce and by this Association, in 1893 and on previous occasions, in favour of opening up this great river, which traverses Southern China, to steam navigation, and they take occasion to renew the protest, then made, that the appeal of British merchants for increased facilities for the trade of Hongkong is entitled to weigh at least equally with the efforts of the French Government to facilitate trade with Tonking.

It is obvious, however, the admission of foreign, or even of Chinese, owned steamers on the inland waterways will necessitate reform of the Imperial Maritime Customs. The customs taxation of a vast Empire cannot be suddenly assimilated to that of highly organised European countries which tax equal Chinese provinces. Taxation collected at the port of entry would, under such a system, be either excessive in its first incidence or inadequate to the financial requirements of the great areas in question. There must be transit dues as well as import dues. But it should not be impossible to regularise the incidence and systematise the collection of these dues. It would seem practicable to effect that purpose by extending the authority of the Imperial Maritime Customs, which might, the Committee conceive, be made a valuable nucleus of reform not only for the Inland Customs but for the whole financial system of the Empire. Opposition would, of course, be offered to such reform, by the army of officials who now consider the revenue their natural preserve; but that opposition must be faced, and overcome, if any reform at all is to be effected. The interests of the Central Government would be consolidated by the fact that simplification and purification would result in a great augmentation of revenue, without violently alienating the sources from which that revenue has been collected. The kernel of the whole difficulty—the evil which lies at the root of official corruption and administrative incapacity—is the inadequacy of the nominal salaries attaching to every Governmental post; and here again the Imperial Maritime Customs Service offers an example of efficiency resulting from reform.

These concessions imply, it will be seen, no encroachment on the authority of the sovereign or the autonomy of the Empire, while they provide a means of introducing the foreign element into our reform and progress appears, from past experience, to be hopeless. Stress is rightly laid on the importance of centralisation; but if reform of the public service does not accompany measures for the centralisation of finance, there is danger that diversion of revenue to Peking will be followed by increased local taxation. It has been surmised that interference with old sources of provincial revenue, involved in the operation of the Imperial Maritime Customs, may have been in some degree responsible for the local taxes which are a source of frequent complaint; and any further action on the same lines might tend to augment that evil.

The Committee are conscious that the political situation may be momentarily unfavourable for the advocacy of large measures of reform. They are conscious also that it differs, in important respects, from previous occasions on which Her Majesty's Government has been in a position to press changes upon the Imperial Authorities. They conceive, however, that the Chinese situation may, in the near future, be more willing than they have been in the past, to receive advice which may help to extricate them from political and financial embarrassment; and it may be within the power of Her Majesty's Ministers to offer such advice during the course of the commercial negotiations that are yet to be undertaken.

The Committee refrain from commenting further upon the territorial changes which are in progress, because they are conscious that Her Majesty's Government may be influenced by considerations with which they are not familiar. But it is otherwise with questions affecting commercial intercourse. It appears to be in unanimous opinion of those familiar with the situation that the cohesion and existence of the Chinese Empire will be imperilled, unless the Imperial Authority can be led to adopt large measures of administrative reform; and the preponderant share which England possesses in Chinese trade entitles her to exercise material influence in shaping changes by which commercial intercourse must be profoundly affected.

I have the honour to be,
Your Lordship's obedient servant,
R. S. GURDNEY,
Hon. Sec., China Association,
The Right Honourable,
The Marquis of Salisbury, K.G.,
Her Majesty's Secretary of State for Foreign Affairs.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

TO WHOM IT MAY CONCERN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir,—On Sunday last for the first time I visited Happy Valley and was astonished to observe the manner in which a number of graves are dug and kept ready for immediate use. If I have not been deceived by my visionary power, in one case I saw a portion of a coffin projecting into one of the recently excavated graves, at any rate I found a tombstone foundation of a grave partially subsided into one of these holes, and although a few pebbles have been placed to prevent its falling off entirely, the next heavy shower of rain will probably cause it to go altogether. Why have graves dug before hand? Are there not a sufficient number of coolies attached to the cemetery to dig a grave on short notice? Even if there is some good object in the system, in view, which I completely fail to appreciate, why should not due care be taken to avoid damage to graves in the immediate vicinity of those who have gone, but as I may be laid some day in Happy Valley I write as one who desires to

REQUESTED IN PACE.
HONGKONG, 16th August, 1895.

THE LOSS OF THE "SOOCHOW."

NAVAL COURT OF ENQUIRY.

Shanghai, August 20th, 1895.

A Naval Court of Enquiry, called at the request of Messrs. Butterfield and Swire, was held at H.M.'s Supreme Court to-day to investigate the circumstances connected with the loss of the C. N. Co.'s steamship *Soochow*, which was wrecked in the neighbourhood of the N.E. Promontory on the 13th inst.

The Court was constituted as follows:—

Mr. J. W. Jamieson, H.B.M.'s Acting Vice-Consul (President); Lieut. Edmund F. Talbot, R.N., H.M.S. *Daphne*; George C. Hennell, R.N.R., Master, P. & O. steamship *Rohilla*; (Members) Mr. E. W. L. Street, R.N., Paymaster H.M.S. *Daphne*, Clerk of the Court; Captain White, Marine Superintendent of the C. N. Co., watched the proceedings.

The first witness called was Captain John Richard Cooke, who stated:—I was master of the *Soochow*, of which I had commanded for 20 months. I have been in command as master on the China coast for about 10 years. On the last voyage I started from Chinkiang with a cargo of wheat and rice. We left Chinkiang on the 9th inst. The vessel had four boats. She was provided with steam steering and hand gear and the patent suffragan log. We also had a patent sounding machine, but had been ordered since the trip before. The vessel had four compasses, one standard, one steering, and two in reserve. They were all in very good order. On the last trip down south, about a fortnight ago, we adjusted them. The deviation was corrected then. We compared the standard with the steering compass every time we altered the course. We did not compare them since the course was altered for the last time. We had sufficient charts and sailing directions on board. We have lost the chart by which we were navigating when the ship was wrecked. When we left Chinkiang our draft was 38 ft. 2 in. forward and 11 ft. 2 in. aft. We had a full cargo, about 30,000 casks. We had 35 of a crew and 17 men in the complement's staff. We had no passengers. Six of the crew were Europeans.

By Lieut. Talbot:—The officer on watch was responsible, under me, for the course steered.

By the President:—We left Chinkiang at 11 p.m. Everything went right with us till we arrived at the Red-Buoy—the following day between 11 a.m. and noon. We were discharged the pilot. At 8 p.m. the Shawshan light was dipping. The course then was altered to N. 5 E. and at noon the following day the latitude was 34 deg. 10 and the longitude 122 deg. 49. All went well till 11.45 a.m. on the 13th, when fog set in, and we had to reduce the engines to half-speed. Going at full-speed the vessel would make about 10 knots. At 2.30 a.m. we stopped and sounded and found 20 fathoms. We then altered the course to E. and at 3.40 a.m. we sounded again and got 25 fathoms. The fog then was getting a little lighter, so I altered the course to N. 45 E. At 4 a.m. it was perfectly clear, so the course was altered to N. At 4.50 a.m. the fog again came on, and I put the engines at half-speed again, having been going at full-speed for 30 minutes. At 6.05 a.m. it got denser and I put the engines at "slow." At 7.40 a.m. I sounded and got 16 fathoms so I altered the course to N. 23 E. I had no means of ascertaining the position except by soundings. When the fog lifted nothing was in sight. At 8.55 we sounded again in 16 fathoms. At 9 the fog cleared away again, so the course was altered to N. 30 W. At 9.30 the again came on. The engines were put up and the course was altered to N. 23 E. While the weather was clear we had been going full speed for about 30 minutes. At 10.55 we sounded and got 21 fathoms. At 11.15 we sighted breakers. The helm was put hard-a-port and the engines full speed astern. We were then going slow, but immediately afterwards she took the rocks abreast the foremast on the port side. At 9 o'clock when it was clear for the last time we could see 10 or 12 miles. I estimated the position on the chart by means of the soundings, and made it out to be two miles south of N. E. Promontory. The whistle was going the whole time. There was not a sound of the siren or the guns at the lighthouse the whole time. We struck at a point about a mile from the lighthouse. The wind was calm. I had allowed for the current. I found no northerly set. The chief officer had been on the bridge from 4 a.m. till 8 and the second officer from 8 till the time of striking. The breakers were seen by the lookout and myself at the same time. I had been on the bridge since the morning. I had a position for longitude the day before. I had two chronometers on board which were examined about a fortnight before. After striking the rock, she went ahead and then she hung by the stern. The propeller was broken off. She swung round with her head to the southward; I sounded the bells and found 7 feet of water in the forehold and 5 feet aft. I immediately then got the boats out. The ship was settling down rapidly by the head. I got the men into the boats one of which I kept alongside and the others on to the beach. The conduct of the crew was excellent. At 4.15 p.m. I left the vessel when I went ashore and sent a courier to Chiefoo. I left one boat in charge of the second engineer on the spot to see the end of it. There were a lot of native boats around. At 5.20 the heeled over to starboard and went down. The fog lifted about 20 minutes after she struck and the lighthouse-keeper came alongside in a boat and told me he had seen nothing of the vessel till the fog lifted. I think the tide was about low-water when we struck. The set of the tide there is very strong and the sailing directions are not to be depended on. The navigation was checked by the chief officer. When the chronometer was examined about a fortnight ago it was rated one second losing. All the courses I have given to the Court are true. I have every reason to believe that the courses I gave were correctly steered. The natives round about the place were friendly. The district magistrate came to the lighthouse and offered to render all the assistance in his power. There was no looting.

By Lieut. Talbot:—I attribute the accident to an unusual set in of the tide. I had steered for 30 miles off the N.E. Promontory, expecting to be set in. The difference between the real and assumed positions of the vessel was about 12 or 13 miles.

Mr. J. Baddely, second officer, stated:—I hold an extra master's certificate. I had been six months in the *Soochow*. I had never runnng previously on the Tientsin line and was not well acquainted with it. I went on watch at 8 o'clock on August 13th. I got the course from the chief officer, N. 23 E. We were then steering that course. The captain was on the bridge at the time. The chief officer did not show me the position on the chart, but I went inside myself and got it. It was foggy, thick, when I went on. The ship was going "slow," which would take us about 10 miles through the water. When we took soundings the fog had not lifted, but it was clearer, so we could see about half-a-mile. After soundings were taken it cleared up. We did not see anything then for about 5 minutes, when we saw the tops of some land, but could not make out properly what it was. The Captain and I saw it about the same time. I had expected to see land in N. 30 W. and went full speed. I remained clear then for about half-an-hour and then, as it became clear, we went ahead and heeled out to N.W. and went slow.

We continued on that course till we struck. Shortly before striking we took soundings and found 22 fathoms. When we saw the land we judged it to be 20 or 25 miles. The three fathoms low and we could only see the tops. The captain and I took bearings and found the land to be W.S. We could not see anything to the northward. While I was on watch the steam whistle was blowing all the time. When the breakers were first seen they were about 20 yards away. The vessel was going slow. The helm was put hard-a-port and the engines full speed astern. We struck the rock abreast of the foremast but soon after the vessel swung round to the eastward. After striking the well was sounded and the leaking was found to be 7 feet forward and 5 aft. The engineer reported the propeller was off and I went to get the boats out. They were all landed on the beach. The ship soon began to settle down. When the boats returned from the beach I left in the fourth boat. The captain was the last to leave. I saw her slip off the rocks and sink in about 13 fathoms. Every time the course was altered the steering and standard compasses were compared. They differed 5 degrees on the northerly course. The people on shore behaved well. There was no looting on the part of the natives. We did not see the siren of the lighthouse before she struck, but after the strike I heard it. After we got ashore the lighthouse people told us the siren had been constantly going, but I thought it strange that we had not heard it. I attribute to the tide the fact that we were so far out of our position. It was nearly low water. At the time we struck the tide was going with us. When I looked at the chart shortly after 8 o'clock I thought the ship was steering quite a safe course. On my previous northerly trip I had noticed a set-in of some eight or ten miles. We had not a patent sounding machine on board, only deep sea lead. I appointed the look-out sounder. The ship was stopped then, but I did not notice how she was settling by the head.

By Captain Cooke:—We had Bassett's patent sounding machine on board, but it was out of order. The crew of the vessel left sometime after the commander's staff.

Chiang Se-yuen, quartermaster, stated:—On the morning the ship was lost I went on watch at 8 o'clock and steered till 12 o'clock. The other quartermaster gave me the course N. 5 E. I kept that course until a few minutes after 9 o'clock when the fog cleared a little and the course was altered to N. 30 W. The captain gave me the new course. We continued on it till about 9.30 when the course was altered to N.N.E. the ship going slow. When the fog lifted I did not see anything. We continued on the N.N.E. course until the look-out man reported there were hills ahead of the ship. I could not see them. It was then after 11 o'clock. After this the orders hard-a-port and full-speed astern were given. I put the helm over and the ship immediately afterwards struck the rock.

The President:—All the time you were on the watch were the captain and second officer quite sober?

Witness:—Yes. After the order hard-a-port had been given the ship's head swung round four points before striking. At that stage the Court rose for the morning. On resuming:—Wong Ah-wah, look-out man deposed:—At 10.30 a.m. on the 13th inst. I went on duty for ward. It was not very foggy then, but I could only see about two ship's lengths ahead. The ship was going slow. After 11 o'clock the fog became very heavy so that I could not see ahead at all. We had the steam whistle going, and all the time I was on deck I heard no other except our own. I reported to the captain that there was a hill ahead and the ship was immediately stopped. The fog was after 11 o'clock. I heard the sound of water breaking on the rocks, but at that time I could see nothing. It was a couple of minutes afterwards that I saw the rocks. I sang out "port-helm, Sir" to the captain, and he said "all right." Just after I saw the rocks I saw the ship, however, had no time to avoid them and she struck in four or five minutes after I made them out. I was excited at the moment and have not a correct idea of what time elapsed. After she struck I assisted the look-out man to get the siren once. The lighthouse siren did not hear before we struck or after. While I was on duty the ship stopped for I think about 10 minutes, for soundings. All the remainder of the time I was on deck she was going slow.

Captain Hughes, of the s.s. *Chungking* having heard the evidence which was given by Captain Cooke with reference to the set of currents in the neighbourhood of the Promontory, stated:—I have been running on the northerly line for nearly 8 years. After Shawshan for 30 miles, north, sets in and goes about 3 miles an hour at spring and neap about 2. At low water the current depends a great deal on the wind to Stanton Island. I have seen a set of 30 miles in, after a typhoon, from Shawshan. The tides run round the Promontory about 10 miles off. They tally with in an hour or so with what is given in the sailing directions, but they are affected by local winds. The northeast wind affects them most, giving them a set-in towards the coast. Going up in foggy weather we keep about 30 miles away from the Promontory. The chart is not reliable. When giving the Promontory a sheer of 30 miles I would expect to be set in about 15 miles. (Shown the chart marked by Captain Cooke.) I consider the course marked out here by Captain Cooke a safe and proper one. There is a gully of shallower water from 10 to 18 fathoms deep, and to the last of that if you get 30 or 35 fathoms, mud bottom, you may be sure you are 30 miles to the eastward of the Promontory. During fog in that neighbourhood I have only heard the siren once. The chart is not reliable. When giving the Promontory a sheer of 30 miles I would expect to be set in about 15 miles. (Shown the chart marked by Captain Cooke.) I consider the course marked out here by Captain Cooke a safe and proper one. There is a gully of shallower water from 10 to 18 fathoms deep, and to the last of that if you get 30 or 35 fathoms, mud bottom, you may be sure you are 30 miles to the eastward of the Promontory. During fog in that neighbourhood I have only heard the siren once. The chart is not reliable. When giving the Promontory a sheer of 30 miles I would expect to be set in about 15 miles. 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I consider the course marked out here by Captain Cooke a safe and proper one. There is a gully of shallower water from 10 to 18 fathoms deep, and to the last of

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S Office, No. 9, Praya Central, on THURSDAY, the 29th August, 1895, at 4 o'clock in the Afternoon, when the Subjoined Resolution, which was passed at the Extraordinary General Meeting held on the 12th August, 1895, will be submitted for confirmation as a Special Resolution:—

"That the Capital of the Company be Reduced from \$1,000,000, divided into 20,000 Shares of \$50 each, to \$500,000, divided into 10,000 Shares of \$50 each, and that such reduction be effected by cancelling Capital which has been lost or is represented by available assets to the extent of \$40 per Share on each of the 14,177 Shares which have been issued and are now outstanding, and by reducing the nominal amount of all the Shares in the Company's Capital from \$50 to \$10 per Share."

Dated the 12th August, 1895.
SHEWAN & Co.,
General Managers.

HONGKONG CLUB.
NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE on THURSDAY, 29th August, 1895, at 4 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 21st August, 1895.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of the DIRECTORS of this Company will be held at the Company's Office, Consanguine House, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 2nd August, 1895, a FINAL CALL of TWENTY-FIVE CENTS PER SHARE was made upon All Members holding Ordinary Shares of the Company, and that the same will be PAYABLE to the SECRETARY at the Office of the Company aforesaid, or to Messrs. SMYTH & Co., the Company's Agents at Singapore, on or before THURSDAY, the 3rd September, 1895.

And Notice is also given that in accordance with Clause 2 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not PAID on or before the said 3rd September, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall Pay Interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd September, 1895, to the time of the actual Payment.

SHAREHOLDERS are requested to note that SCRIP must be sent in when Paying Calls, in order that such Payments may be endorsed thereon.

By Order of the Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, 2nd August, 1895.

NAVY LEAGUE

are invited to communicate with the Under-Signed at his Office No. 15, Queen's Road.

E. W. MITCHELL,
Hon. Secretary, pro tem.

Hongkong, 23rd August, 1895.

WANTED.

A NURSERY GOVERNESS, to look after THREE CHILDREN, instruction to be given to the eldest one.

For terms, &c., apply to
X 12,
c/o Hongkong Telegraph Office.

Hongkong, 19th August, 1895.

THE PHARMACY.

SPRAY PRODUCERS, CUT GLASS BOTTLES, SELIZOGONES, MANICURE REQUISITES, PINAUD'S PERFUMERY and TOILET WATERS, TONIC KOLA WINE, GOLDEN MALTEX, FARINA'S EAU DE COLOGNE.

Sole Agents for "TANSAH" the popular Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,
and
CARMICHAEL & Co., Ltd.

Hongkong, 12th July, 1895.

MR. CHADWICK KEW.

(LATE OF POATE & NOBLE).

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

TEETH filled perfectly from \$1.50 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895.

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Under-Signed are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
14, Praya Central.

Hongkong, 17th November, 1894.

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERERS.

No. 44, PRAYA CENTRAL.

THE Under-Signed having started in Business as

COAL and TEA MERCHANTS, STEVEDORES and STOREKEEPERS,

are prepared to Supply Steamers with COAL, STORES, &c., &c., at moderate prices and respectfully solicit the Patronage of the Shipping Community.

WING CHEONG & Co.,
No. 44, Praya Central.

CHUN WING TONG,
Managing Partner.

A YON,
Business Manager.

Hongkong, 1st August, 1895.

Intimations.

EVER INCREASING SUCCESS

ENTIRELY DUE TO EXCELLENCE OF QUALITY.

GLYCERINE AND CUCUMBER.

An absolutely non-poisonous, wonderfully refreshing, health-giving preparation for the skin.

NOT A COSMETIC.

MAKES THE OLD YOUNG!

THE YOUNG YOUNGER!!

HAIR DRESSINGS
HAIR LOTIONS
HAIR DYES AND RESTORERS.

WATKINS & CO.,

APOTHECARIES' HALL, 65, Queen's Road Central, Hongkong.

THE CLUB HOTEL
5, BUND, YOKOHAMA.HOTEL METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

SIEN TING,
SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1894.

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND MODERATE FEES.

MR. WONG TAI FONG,

Surgeon Dentist,

(Formerly articled Apprentice, and lately

assistant to Dr. ROGERS),

HAS REMOVED

TO THE BANK BUILDINGS,

QUEEN'S ROAD,

(Opposite Hongkong Hotel).

CONSULTATION FREE

Hongkong, 27th July, 1895.

ST. RUONS FOR CHURCHES, DRAWING

HARMONIOUS FOR CHURCHES, DRAWING

FROM 14 UPWARDS.

Illustrated Catalogue sent free on demand.

JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

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